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OF

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SUMMARY OF NEWS.

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Politics of Europe.

The Shipping Reports since our last, have been sufficiently full of Arrivals from various quarters, but few of them are of interest to the Readers of News. The only Arrival from England is the *PERSEVERANCE*, from Liverpool the 19th of May. The H. C. Ships *THOMAS GRENVILLE*, and *MARQUIS OF WELLINGTON*, anchored at the New Anchorage on the afternoon of Sunday. Complete Lists of their Passengers have already been published, and the News brought by them to Madras has also already been published here.

We have endeavoured to meet the wishes of the majority of our Readers by an uninterrupted attention to the Letters of Correspondents, and our Asiatic Sheet will be found to possess both variety and interest in its contents. We have thrown the mere Controvertial matter into the Sheet of Advertisements, expressly that it might not trench on space which we desire to see always better occupied; and we trust the sacrifices of pecuniary advantage in the curtailment of this Advertising space, (which in all other Papers is the first thing forced on the Readers' attention, and has no limits but the capacity to fill it advantageously;) will not be over looked; or at least that complaints will not be urged against the unnecessary occupation of space, which Correspondents on other topics might fairly claim for their Communications.

We have received some articles of local News from the Interior, to which we shall give an early place; and a highly interesting Letter from a Traveller in the Provinces North of Sylhet, with a Drawing of the Unicorn, which will be prepared for an Engraving with all practicable expedition. The intelligent Tourist of the Himalaya has transmitted us an account of his further progress, and conference with the Chinese on the Table Land of the country, at a height of 16,000 feet above the level of the sea, with their peremptory refusal to admit of the Traveller's proceeding further. We have some curious particulars regarding Appah Sahib, sent us from Delhi, and a variety of other interesting Communications by Sunday's and Monday's Dawk from the Interior, which will all obtain as early publication as such increasing claims on our space will admit.

The portion of the Evidence before the Lords' Committee, respecting the East India and China Trade, given to-day, will be read, we believe, with general satisfaction, as it goes far to clear up entirely the doubt created by the preceding part of the Evidence, already published, respecting the character of English Sailors as compared with Americans. We have already confessed, that we are not free from prejudice on this subject; that we receive with sceptical diffidence, any evidence that goes to lower our national character, and that if irrefragable proofs could be adduced, yet we would acknowledge with the utmost reluctance, the inferiority of our own country. Happily, however, the Evidence before the Lords' Committee will not reduce us to that sad necessity; our national prejudices, if prejudices they be, are not likely to be shaken, nor our national character eclipsed by a comparison with our transatlantic neighbours. We are so far from being ashamed of a certain bias in such a question, that we think it would have been to the honor of some of the witnesses whose evidence has been published, had they shown less readiness to adopt a mean opinion of their own countrymen.

In framing political measures, Truth doubtless, however unpleasant her admonitions, ought to be taken as a guide, discarding prejudice, however alluring her voice; but should it even unfortunately happen that our inferiority of national character is a circumstance not to be over-looked in the Cabinet or in the Senate, let this argument be reserved for the last, and conveyed in a whisper. We regret that Britons should have been the first to blazon forth such an hypothesis; and we can account for it only on the supposition, that no other valid reason could be adduced, why Britons should not be admitted to all the privileges of Americans.

The inordinate propensity of English Sailors to riot and disorder has been inferred chiefly, if not entirely, from the conduct of the Crews of the Company's Ships at Canton. It appears, that the sailors got leave to go on shore in large squadrons of forty or fifty at a time from one ship, and troops from different vessels might meet together. Their pay being advanced them at the same time, they would naturally proceed to such excesses as men usually fall into on obtaining license after long restraint; and it is no wonder if in the heat of revel and intoxication they were guilty of outrages. There is nothing at all extraordinary in this: except that stricter regulations to preserve order were not thought of at first among a people said to be so very jealous and capricious. American Sailors similarly situated, would have been guilty, we apprehend, of similar, if not of greater excesses; and as a proof of it we need only mention a few simple facts. The Americans are accustomed to hail with peculiar demonstrations of joy the 4th of July, the day on which they declared their Independence, and usually on this occasion, seaport towns, where American vessels happen to be lying, are scenes of riot and disorder. Radcliffe-Highway, and other places in London and Liverpool especially, and the records of the Police Court, can bear witness to the peaceable disposition of American Sailors!

If our English Sailors were peculiarly addicted to riot and violence, Calcutta is the best place in the world for discovering such a circumstance. Company's Ships and Free Traders are continually setting loose their crews among the peaceable inhabitants of Calcutta, where they may indulge freely in all their vicious propensities; yet we do not find here, where the Police is we believe not more strict than at Canton, that any great inconvenience arises from these Sailors spending their money, and enjoying themselves in their own way. We may therefore safely set down the pretended difference between the character of English and American Sailors, not as an argument against a Free Trade, but as a strong proof of the want of any good argument to justify the continuance of the present restrictions. It is almost unnecessary to add the fact, in itself a conclusive argument, that the American Ships now trading to China are often manned with English Sailors; and that these Sailors have (if not universally at least in some cases) no interest whatever in the success of the voyage except their monthly pay.

Such are the inferences to be drawn from the Evidence of those who from interest or prejudice are biased in favor of the close system. The facts adduced, though tinged with their own peculiar views, lead to conclusions directly contrary to the opinions of the witnesses themselves. We cannot go along with them in thinking that the reduction in the price of an article will not cause an increased consumption. Allowing

that the manners of the Chinese are different from those of all other nations, yet human nature is the same, and therefore the universal maxims of political economy must have place there as well as in other quarters of the world. If the Chinese are averse to Commerce, we must suppose that it is because they have never yet felt the advantages of it, owing to the selfish and illiberal conduct of some European nations with whom they have attempted to trade. If a trade between China and Europe could survive, the cramping effects of a twofold monopoly, one on each side, it may be expected to acquire strength and vigor when these double irons are removed. As a preparatory step on our side, British Subjects, surely, both as an act of policy and an act of justice, ought to be admitted to the same privileges as Americans.

We have received by the last Arrivals, Sydney Gazette to the 14th of July, and American Papers to June. From the latter we have made a Selection sufficient to fill two pages, and to add to the variety of our present Number. The following are from the English Papers in hand :—

Blasphemy and Irreligion.—At the late Edinburgh Meeting, Mr. Cockburn triumphantly repelled the charges of Blasphemy and Irreligion, in as far as regarded the greater part of Scotland, though Addresses had been framed even in the South of that country (into which no one ever supposed Irreligion had ever found its way,) stating that Blasphemy and Sedition prevailed among the people. "Where," said Mr. Cockburn, "is there a single person in all Scotland under the condemnation, or even the charge, of Sedition or Blasphemy? We are convinced that the charge is applicable to a comparatively small part of the population of either part of the Island, and that where irreligion exists, it may in almost all cases be traced to the inattention of the Clergy to the proper duties of their office, to their indifference to the welfare of the souls of those entrusted to their care. In England, the Constitution of the Established Church is exceedingly unfavourable to the preserving a spirit of religion among the people; and it will be found that the Dissenting Clergymen, of the various denominations, have been much more instrumental in keeping up this spirit than the Established Clergy. The Church of Scotland, according to its original constitution, is free from the objections which attach to the Church of England; and it was well remarked by Adam Smith, that Presbytery was the only system of religion which had succeeded in making proselytes, and retaining the affections of a whole people. We say according to its original Constitution, for we are sorry to observe, that since the time of Adam Smith, the Presbyterian equality which he so deservedly eulogised, and to which he chiefly attributed these effects, has been in a good measure destroyed. It is to this innovation, we suspect, that we must ascribe the partial appearance of irreligion in Scotland. In Glasgow and Edinburgh, and some other places, the livings have of late years been raised to an almost episcopal magnitude. Of course the leading men in the Church of Scotland (and it would be a miracle were it otherwise) must be under the influence of those who have the disposal of these livings. Who have the disposal of them? A set of men, the creatures of Ministers, self-nominated Magistrates, over whom their fellow-citizens have not the slightest controul. The moment you make religion a political engine, you, in a great measure, destroy its influence with the people. In this connection between Corporation influence and Church preferment, we may discover the causes of many circumstances which have taken place in some parts of Scotland of late years. The places where irreligion is said to have made any progress, are precisely the places where Government has this power over the Church. Even Dr. Chalmers states, that the manner in which the Clergymen of these cities discharge their parochial duties is inadequate, and suggests another system, that of visiting and making themselves acquainted with the situation of the people under their care; a suggestion which, as this system is attended with more trouble than signing Addresses, has not, we suspect, any where met with a very flattering reception. In former days, while the Presbyterian equality was not materially altered, a Clergyman would have considered the existence of irreligion a ground for reproaching his own want of diligence,

and would constantly have exerted himself to remove it, instead of blazoning it forth to the world.

A Loyal Address of the usual description, and with blasphemy and irreligion in almost every line, has been signed by the *Senatus Academicus* of Edinburgh.—The opinions of men eminent for literature distinguished as the teachers of knowledge, and consequently little likely to be swayed by any popular contagion of political feelings and sentiments, possess a high claim. Without knowing the names of those of the *Senatus* who approved of and of those who disapproved of this Address, we will venture to say, that nearly all the men eminent for literature and distinguished as the teachers of knowledge were unfavourable to the Address. Of the Professorships, a number are either sinecures or next to sinecures; and these have always been monopolised by the Clergy. Mr. Wilson, the new and eminent Professor of Moral Philosophy, and all the Clerical Professors, we have no doubt, agreed to the Address. Time will clear up this point.

Justice to the Clergy of the Church of Scotland requires us, however, to declare, that we have never heard of any of that Body having committed such acts of outrage against decency and propriety as have been but too frequent in this country. What are we to think, for instance, of the conduct of a Mr. Blacow, of Liverpool, a convicted libeller of private character, of whom Mr. Justice Grose said, that the libel of which he was so convicted, carried with it a degree of malignancy which he had never known paralleled who mounted the pulpit; with a prepared sermon full of the grossest abuse of the Queen, worse than any thing that ever appeared in *The Morning Post* or *Flindell's Western Luminary*, and who, knowing that he would outrage the feelings of his flock, took the precaution of having the church filled beforehand with peace-officers, lest the people, unable to bear the indignity, should forget what was due to the sanctity of the place and drag from the pulpit the man who so profaned it? Is this the way to extend the dominion of religion? Mr. Hay was, immediately after the Manchester outrage, promoted to a rich rectory. Perhaps this Liverpool outrage will procure a bishoprick for Mr. Blacow. This is the way to put down Infidelity!—*Scotsman*.

Game Laws.—We are irresistibly led to connect with the subject of the general distress an observation of Lord Calthorpe on the game laws. His lordship, in moving for a return of informations and convictions under these laws, states that "this vicious practice" (we suppose he means offending against the game laws) "was the origin of almost every other crime." Our ideas are different from his Lordship's, for though we know it is legally criminal to kill game without license or certificate, we can see nothing more naturally leading to crime in a man's killing a partridge than in his killing a chicken, and we should be glad to know where lies the actual difference. But when a man is starving, what wonder is there that he should sometimes offend against laws, the penalties of which have always been so cruel?—*Tyne Mercury*.

Timely Resignation.—An honest man may say to himself, "I will accept of office, but I will retain it no longer than is consistent with my duty to my country; and by a timely resignation I shall gain more credit than I should do if I remain unplaced, which might be attributed to inability of procuring office." This, too, is specious; but, alas! sad experience has taught us, that of all duties that of timely resignation is the most difficult. A man upon 2,000l. a-year may live well and happily; double his income, he will live more sumptuously, though perhaps not more happily. But can he return to that state, which though affluent, will then appear to him poverty? *Facilis descensus Averni, sed revocare gradum, hoc opus, hic labor est!* If this be really the case, and that it is so the experience of ages has taught us, what good man would venture to fill his mind with office, or would throw himself into temptation merely for the chance of being able to resist it?—*Letter of Lord Charlemont*.

Leaping.—A bet for a considerable sum is pending between Lieutenant-Colonel Holmes, of the 3rd Dragoon Guards, and Mr. Oswald; the former undertaking to find a horse, the property of an Officer of that corps, which shall carry its rider over a six-foot stone wall, in a sporting-like manner.

American Papers.

The following is a letter from an intelligent Englishman to his friend in this city (New York). It contains a more detailed view of the attack on the MACEDONIAN's boat, and of the operations of Lord Cochrane, than any yet received; together with some remarks on Spanish affairs.—Altogether it is of considerable interest.—*New York Advertiser.*

Callao, November 10, 1820.—What we have been so long looking for has at length taken place. We have had a severe rumpus with the Spaniards, and all the English have had to seek refuge on board ship. You will, no doubt, have a variety of accounts of the transactions here, and of course exaggerated ones: I will endeavour to give you the heads of the circumstances, and on their correctness you may depend. For some time past the Patriot squadron has been in Callao, just out of reach of the guns of the batteries, while San Martin has been landing his troops a few leagues from the city.—You can well conceive our situation was an unpleasant one, and attended with considerable danger. All business was at a stand, and each man seemed afraid of his neighbour; but Cochrane has executed a manœuvre that has confounded the Spaniards, and brought vengeance on our heads; and I do not much wonder at it, seeing, as they must do, all the mischief is brought on them by omission. On Sunday night, Nov. 5, Cochrane came into the harbour with four or five boats, and cut out a fine Spanish frigate, though she was placed in a situation that I should have thought it totally impossible for any man on earth to injure her; but Cochrane thought otherwise, and has performed the most gallant exploit I think I ever heard of. The *ESMERALDA* lay moored in a line of other men of war, behind a strong boom, and protected by all the batteries of Callao, which are immensely strong, and all the neutral ships were ordered to lay behind them.—This seems the circumstance that induced his Lordship to try the experiment; for his boats were amongst our shipping, and actually alongside, before the Spaniards had any knowledge of his intention. He himself being the first man on the frigate's deck, in an instant all was confusion and uproar. The Spaniards fought like devils—every deck was defended, and Cochrane and his officers were several times surrounded cutting and hacking in all directions. All this was seen from our ship's deck; indeed, we could here the English sailors swearing, and the Spaniards, some hallooing *Vive la Patria*, and others *Vive le Roy*. But the situation of neutrals soon became as unpleasant as the Spanish frigate; for the moment she was taken possession of, all the ships and batteries opened upon her and us indiscriminately. The MACEDONIAN and HYPERION frigates are lying here; they both got a peppering; all cables were cut, and the ships got out as fast as possible, and Cochrane brought his prize out right in the midst of our shipping. This manœuvre of his screened him in a degree from his enemy, and he got safe off with his frigate. But there comes the tragic part of the tale. The MACEDONIAN's boat went on shore, as usual, to market; she had scarcely got to the wharf, when, dreadful to relate, these ruffians of Spaniards deliberately fired into her, killing and wounding nearly the whole boat's crew. This dreadful act was only the commencement of a general massacre of all English and Americans on shore, and we have every reason to believe they have been too successful in carrying it in effect. Our situation in Lima was deplorable enough; every Spaniard denounced vengeance on our heads, and our retreat to the Shipping was cut off; for to shew our noses in Callao would have been certain death. Captain Downes, of the MACEDONIAN, happened unfortunately to be at Lima, and he in particular was marked out to be sacrificed; giving, as a reason for it, that his ship had assisted Cochrane in cutting out the *ESMERALDA*; but this was quite unfounded, and only to hide their own bad management and cowardice. I and most other foreigners repaired to the Captain's house, and collecting what arms we could, remained in it all day, the Vice King promising us a guard to see us to our vessels next day. Accordingly, on the 7th, we all assembled, English and Americans, armed to the teeth, and commenced our march to the sea-side; not to Callao, but took a circuitous march to a small Indian fishing village, where we were told our boats would be in readiness to take us off. We were under considerable trepidation during our journey, for the King had not sent the soldiers he promised, giving as a reason that, from the inflamed state of the populace, the sight of a body of troops, conducting us down, would be attended with considerable danger in these revolutionary times; but he sent an officer of rank, whose appearance, alone, was to be our protection.

After sundry frights and detentions, we got on board on the 8th, and here I am, and what I am going to do, God only knows. All my traps and clothes are in Lima, for I could bring nothing with me; but we expect this tumult soon to subside, and I hope to be able to return to Lima in a few days. Yesterday morning another insult was offered to the American flag; a schooner, called the *RAMPOUR*, of Baltimore, had permission to go in and take in her cargo; she had scarcely got well in their power, when all the guns from the ships and batteries opened on her. The Captain, finding they were determined to sink his vessel,

took his crew in the boat and went on board the MACEDONIAN, the shot flying round him in all directions; and shortly after he left the schooner, she sunk to the water's edge, but being light she sunk no further.—This happened in open day, and in sight of all of us: so I think we shall soon hear of a war with brother Jonathan. We all here think the royal cause is desperate. San Martin is in the neighbourhood of Lima, with a fine army, and the people here are all patriots!

Extract of a Letter from an Officer on board the U. S. Frigate *Macedonian*, dated Callao, November 11, 1820.

"A few days since, Gen. San Martin arrived off this place with 5000 troops, conveyed by four frigates and some smaller vessels of war under Admiral Cochrane, having previously made an ineffectual attempt to penetrate into the interior of Pisco, owing to the natural defences which the mountains and defiles afforded to the Spaniards, who in open grounds would be by no means formidable to their more vigorous enemy. After shewing this force off this port, the patriot general effected a landing at the small town of Ancon, about ten leagues to the northward of Lima, where, I understand, he is carrying on the war with vigour.

As gallant and well executed a feat of valor was a few days ago performed by Lord Cochrane, as was ever witnessed.—It was the cutting out of a Spanish frigate, manned by 150 sailors and 400 artillery men, from under several batteries, mounting in all not less than two hundred brass pieces of cannon, averaging eighteen pounders, besides four vessels of war, mounting each twenty long guns. It was performed by eight boats, containing each twenty men, in the following manner: about half past 12 o'clock on the night of the 6th instant, his lordship pulled into the harbour at the head of his party (having previously obtained the watchword by surprising the guard-boat) to board the *Esmeralda* of 40 guns, himself, with his little son by his side, being the first man on deck. After a bloody conflict of about half an hour, (for the Spaniards fought with desperation,) they succeeded in obtaining possession of the spar-deck, and immediately made sail upon the ship; the people that were driven from off the fore-castle into the water, having cut her cables in hopes that she would drive on shore.—The gun and birth decks, however, as we have since heard, were kept possession of by the Spaniards for as much as half an hour, upwards of one hundred men being killed and as many wounded. As soon as we perceived that the *Esmeralda* was likely to fall foul of us, we slipped our moorings and made sail; the captured frigate keeping within about 400 yards of us, and hoisting the same lights that we had previously put up, in order to make it dubious to the soldiers on shore, which of the two vessels to fire at. This well adapted *ruse de guerre* had the desired effect; for the shot flew about our heads, and cut away our cross jack yard, and a great deal of our running rigging. After sustaining their fire about a quarter of an hour, we got out of the reach of their shot."

Marriage.—There are at Paris three or four offices for Marriage, and large sheets are pasted up in public places, containing advertisements to this effect—some of these advertisements are very curious.—They are extracted from a journal called the *Mediator*, and which is confined to the subject of matrimony, and the negotiations between parties anxious to enter into that state, but who may not have an opportunity of any personal acquaintance.

Advertisement.—A young lady, aged 18, fresh and beautiful as a new blown rose, and endowed with all the graces and talents which increase the charm of beauty, but without fortune, in consequence of disasters which have happened to her parents, is offered by them to a man of sensibility, who would share with her a decent existence.

A lady, aged 40, enjoying good health, and an income of 2000 francs, wishes to marry a bachelor about her own age, of a decent income and sufficient *gaieté* to drive away care in the long winter evenings.

A girl aged 25, born in the country, and of simple manners, though she has lived in Paris for six months, wishes to find a husband in the working class—she has no fortune, but a very handsome trousseau, and some ready money; nor does she wish for fortune, but health, talents, and sobriety, and probity, and would prefer a husband occupied in sedentary labour; she is singularly handsome, and in the most complete health.

Empress Josephine.—Among other publications announced in Europe, as forthcoming from the London press, we observe, "Historical Memoirs and Secrets of the Empress Josephine, first wife of Napoleon Buonaparte; with a portrait and engravings. 2 vols. 8vo."

Marriage.—In Herkimer county, N. Y. by the Rev. Elisha Blakely, Mr. JAMES B. WHEAT, of Turxton, to Miss LOIS LILLY, of Homer.

Hymen, to make his fame complete,
The Lilly's name has chang'd to Wheat;
And now, though poverty should haunt,
This pair for Wheat shall never want.

Impromptu on the Marriage of Mr. Sampson to Miss Winter.

In the bible we're told, that great Sampson of old
Could a young lion strangle with ease.
That when such was his will, he Philistines could kill
Just as quick as our Jersey, folk-fleas.
In our days tho' I ween, no such Sampsons are seen;
Yet one is still potent in charms:
And tho' soft his embrace, yet each chill it can chase
From Winter, now locked in his arms.

"The Desert shall blossom like the Rose."—*Rapid Growth.*—Kentucky and Tennessee, which in 1790 contained 109,368 inhabitants, now contain 986,876—an increase of more than 800 per cent. in 30 years. In 1790 Kentucky was in point of population the 14th State, and Tennessee the 17th, or smallest State, at the time.—Now Kentucky is the fifth, and Tennessee the seventh. There are now 19 States less than Kentucky, and 17 less than Tennessee. Kentucky and Massachusetts will have in the next Congress an equal number of Representatives. Massachusetts has in the present Congress 13 members, and Kentucky 10.

Coffee.—By the Treasury Statement, it is perceived, that the annual consumption of coffee in the United States, was about 20 millions of lbs. for each year, 1818 and 1819. This is equal to about 17,000 bags per month.

Population of Ohio.—The number of souls contained within the limits of the State of Ohio, according to the late census, is 581,434; at the last census, there were 230,760; the increase in ten years being 350,674. The State now has six Representatives in Congress. If the ratio were to remain the same, she would have in the next Congress sixteen Representatives.

Mission to Constantinople.—Letters received in town from Constantinople, and dated since the arrival there of Mr. Bradish, the American agent, states, that the Ottoman Porte were very desirous to negotiate a treaty of Commerce and Amity with the United States, and to receive a Minister from them. As one of the letters is from the Charge d'Affaires of the King of Naples, who has continual access to the Turkish Ministers, the information is considered authentic.

Advertisement.—Cornelius O'Trigger most respectfully has the honour to acquaint Gentlemen that he fights duels in town or country, at the shortest notice, and will accommodate any timorous Gentlemen in settling points of honour, recovering gambling debts, or satisfaction for affronts and insults on reasonable terms—noises pulled or kicking done.

N.B. He meant shortly to set up a convenient duelling ground, where will be found small swords, light and convenient ground for long and short shots, either in open air, or under cover in rainy weather: where Gentlemen can fight in peace and quietness, and free from all disturbance by Magistrates, and all such impertinent fellows.

Pistols, powder and ball, hot cakes and tea, new milk and brandy, for the accommodation of his friends; and a surgeon always at hand.

Inquire of Captain O'Trigger, late of the French service, at the Blunderbuss in Barrack-street.

The Policy of our magnanimous and friendly Ally, The Emperor of all the Russias.

UKASE TO THE DIRECTING SENATE.

Desirous of affording further encouragement to the industry of our faithful subjects engaged in the manufacture of cotton and silk goods, and also of encouraging the cultivation of vineyards in the southern provinces of the empire, and the preparation of various sorts of liquors from grapes and various sorts of fruits, we have thought proper to AUGMENT the interior or consumption duty on FOREIGN ARTICLES of these descriptions. WE ADD to the above, a moderate increase of the consumption duty on coffee and sugar, and order that the interior or consumption duty on the said articles be levied at the customary houses, according to the accompanying register, duly confirmed by us.

Laybach Feb. 10, 1821. (Signed) ALEXANDER.

Another Document in regard to Poland is as follows:—

IMPERIAL UKASE.

For the encouragement of trade at the fairs at Warsaw it was enacted by our Ukase, dated 24 October, 1820, a deduction of 10 per cent. should be made from the duties paid at the Custom-house at Warsaw on all foreign articles transported from the above fairs into the empire of Russia.

Having, by our Ukase of this day, raised the interior or consumption duty on several foreign articles specified in the accompanying Schedule, we order, that, instead of 10 per cent. a deduction of 20 per cent. shall be made from those articles at the Custom-house at Warsaw, when transported from the above fairs into the Empire of Russia.

Laybach, Feb. 10, 1821. (Signed) ALEXANDER.

American Poetry.

For the Columbian.

"And dost thou ask what secret woe
I bear, corroding joy and youth."—BYRON.

There is a spell that binds my heart
Within a melancholy mood—
Nor time can tear its folds apart,
Nor mirth beguile its solitude

It is the spell of faded hours,
When young affection's buds were new,
And hope illumed the rosy flowers
With a serene and smiling hue.

It is the thought of other years,
Years fresh in love and tenderness—
Before the eye was known to tears,
Or the fond bosom felt distress.

When o'er the early march of life
Hope's golden banner was unfurled,
And waved unshaken by the strife,
The wintry tempests of the world.

When not a shade of sorrow swept
Along life's fair unruffled sea,
And all my soul enraptured slept
In love's delightful witchery.

It was—it was a dream of heaven!
In all the rainbow's glory drest—
And lovely as the gem of even
That sparkles on the dark blue west.

My blossoms withered on the stem!
'Tis vain—'tis idle to repine,
Or pour the lonely requiem,
For that lost paradise of mine.

But yet this heaviness of grief
Clings like the ivy round my soul,
Nor can my spirit find relief
To break its bonds of fierce control.

Oh! still on memory's mirror crowd
The phantom forms of grief and pain—
My heart is gathered in a shroud,
And cannot glow with joy again.

FLORIO.

SABBATH MORN.

'Tis sabbath morn—and here secluded far
From city bustle, city cares and hopes,
I sit and ponder: Not a sound disturbs
The stillness of the scene, save on the hearth
The crackling of a blazing fire.
Seen through my window is the falling snow,
That in a mantle white has shrouded up
The little verdure that stern winter left.
The labouring ox now rests from daily work,
And man has cast aside his six days toil
To worship on the sabbath. But for me,
On whom stern sickness presses, it is left
Safe housed to think, but visit not that place
Where man assembles to give outward proof
That he adores a Deity. Give outward proof!
Aye! oft the smooth exterior's but a cloak
To hide the hypocritic man within—
And oft that cloak's so closely drawn around,
It shows each movement it was meant to hide;
As does the criminal by too much care
Draw on himself suspicion.

Man may be cheated by an outward show,
But God can never! We can only judge
Of fellow weakness by exterior acts;
But the Supreme pierces each slender veil
And reads the heart!

PARLIAMENTARY.

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Minutes of Evidence.

Taken before a Select Committee of the House of Lords—the Marquis of Landsdowne in the Chair.

EVIDENCE OF DANIEL BEALE, Esq.

You have been in the Service of the East India Company?

My first Voyage to China was in the Year 1777, in the East India Company's Service. I made Four Voyages in the Company's Service. I afterwards established myself as a Resident at Canton in the Year 1787.

In the Company's Service?

No, as Consul to His Prussian Majesty.

Are you now in the Service of the East India Company, or engaged in Trade?

I left China in the Year 1799, and since then have been out of Business, excepting occasionally employed by some of my Friends resident in China, as a gratuitous Agent.

Are you of Opinion, from your Experience of the Trade with Canton, that any Inconvenience would arise from British Free Traders being admitted to the Port of Canton, upon the same Footing with the Americans?

That Question branches into more Parts than one. If I am asked whether I conceive any immediate bad Consequences would arise, in consequence of the introduction into China of so many more Europeans, or so many more Englishmen, I should certainly say, that if the Ships were put under the same Regulation as now exist, that is, if they were put under the Direction and Controul of the English Supercargoes resident at Canton, subject to their Orders, in the same Manner as the Company's Ships and the Country Ships, I do not conceive any very great Inconvenience would arise.

Do you think any Inconvenience would arise?

Some Inconvenience might arise; for at present the English Seamen, I believe, are not allowed to come upon Liberty, that is, upon Leave of Absence, from their Ships to Canton. I have, during my Residence in China, known great Enormities committed by English Sailors at Canton.

Do you mean Enormities against the Chinese, or their Government? Quarrels arising from the Seamen getting drunk.

Quarrels with whom?

With the Chinese.

Did not those Quarrels arise totally between Seamen in the Company's Service and the Chinese?

They were Seamen belonging to the East India Company's Ships. At that Time it was the Practice for them to come up in Gangs of 20, 30, or 40, and to receive Two Months Pay, and to spend it in the Manner most agreeable to themselves.

Do you remember any Instances of Quarrels between the American Seamen and the Chinese, during the Period you have referred to?

No, none.

Are you aware of any Circumstance of Difference in the Character of the American and British Seamen, that would make it probable that under similar Regulations greater Inconvenience would arise from British Seamen being admitted into the Port of Canton, than from American Seamen being admitted?

In answer to that Question, I should speak from Hearsay; and I understand that the American Seamen are in many Instances interested in the Ship, looking forward to Promotion eventually, as Officers in the same Ship; to that I attribute the Difference of Character.

Are the American Seamen allowed to go to Canton freely?

They were at the Time I was resident at Canton.

Supposing the American Seamen were precluded from going to Canton, and permitted to go only in Gangs of 40, receiving their Pay, do you think they would not exhibit a Character and Conduct pretty much like the English Seamen under similar Circumstances?

In my own Opinion, I should think there is a greater Sobriety of Character in the American Seamen than there is in the English Seamen under the Circumstances I have stated.

Referring to your former Answer, that the Inconvenience which might be apprehended from the Admission of British Sailors in free Ships into Canton, divided itself into more than one Branch, are there any other remote Inconveniences than those which you described in your Answer to that Question, which you would apprehend from such Admission?

I merely alluded to the Circumstance that the Persons to be introduced were to be introduced as Traders; then it is very well known that the more Ships the greater Competition. The first Appearance of an extraordinary Number of Ships occasions an Expectation in the Chinese of higher Prices for some of their Articles.

You do not mean to say that ultimately the mere Circumstance of greater Competition being introduced into the Trade, would be injurious to the Trade itself?

I consider the Trade to China as now carried on by the East India Company, to be perfect in all its Parts; by their resident Supercargoes they contract annually for their Teas, and by that Means are enabled to establish in a great Degree the Maximum of Price; the Prices of Teas for the last Three and Forty Years, to which I am now referring, in China, have, from the Circumstances before stated, very little advanced; and most Foreigners visiting Canton, in contracting for Teas, contract that they shall be supplied at the Company's Prices.

Are you of Opinion, that the American Trade in Tea with the Port of Canton, could not be carried on to the same Advantage, if the Establishment of the British East India Company there did not exist.

I am certain that the Establishment of the British East India Company is a general Benefit to every Foreigner and to every Trader visiting Canton.

Do you think One Country could not have a natural Connexion with another in Trade, independently of the Establishment of an exclusive Company?

Certainly I do not conceive an exclusive Company to be absolutely necessary to form a Connexion in Trade between one Country and another.

Do you think it a natural Way for two Countries to trade together? Most certainly not; it is the general Result of Experience.

Do you conceive it to be the Result of Experience that established the Monopoly of the East India Company in the Trade to India, and that it was a Want of regarding the due Effects of Experience that induced the Legislature to open it?

The Question is extremely difficult for me as an Individual to reply to; but I do not think that any very great Benefit has arisen to those who have participated in the Trade to India since it was thrown open. I am fortified in this Opinion by extracting from a Monthly Publication a List of the licensed Ships that have for the last Six Years gone to India. I think, if an Account of the Profit and Loss of their Adventures were laid before the Public, the later Speculations to India would not appear advantageous. I observe that in 1818 the Number of Ships licensed were 313, amounting to 147,748 Tons; that in 1820 the Number of Ships licensed was 158, amounting to 73,821 Tons, which is exactly One Half; and a most singular Circumstance it is.

Do you not know that since the Trade to India was opened, there have been much more British Manufactures and British Commodities exported to that Country than there ever were during the Existence of the exclusive Privilege?

I believe there have.

Do you conceive that beneficial to the Manufacturer; and to the general Industry of this Country?

I conceive it has been beneficial to the Manufacturer; but the Merchant has in many Cases been ruined.

Have you not known, of late Years, in many Cases, Merchants ruined in every Line of Trade that is conducted in this Country with Benefit to the Manufacturer?

Certainly.

Have you Reason to think that a larger Proportion of those that have been engaged in this Trade have suffered Loss, than of those have been engaged in other Branches?

I have known some Individuals ruined; it is impossible to answer a Question of that Description.

The Witness is directed to withdraw.

EVIDENCE OF SIR GEORGE THOMAS STAUNTON, BARONET.

• You have been in the Service of the East India Company?

I have been in the Service of the East India Company from the Year 1799.

Have you, during that Time, resided for any considerable Period in China?

The longest Period I have resided there at any one Time is between Three and Four Years.

Will you state to the Committee whether, in your Opinion, any Inconvenience would arise from the Admission into the Port of Canton of British Free Traders upon the same Footing that the Subjects of the United States and the other Countries are now admitted?

I think the Inconvenience would depend in a considerable Degree upon the Extent to which British Merchants availed themselves of that Admission. I conceive that any considerable Entry of British Ships navigated by British Seamen, and bringing out to China British Agents not in the Service of the East India Company, would be viewed by the Chinese with considerable Suspicion, and would be likely to induce

them to endeavour to impose new Restrictions on the Trade, the Consequence of which naturally would be extremely embarrassing to the Commercial Interests of the East India Company and the British Nation.

Do you conceive that there are any Circumstances attaching to the Character of such British Agents or British Seamen as it might be expected would be employed in a free Trade with the Port of Canton, which do not attach to the Persons similarly employed in the American Trade, and which would be likely to produce Consequences with respect to the Chinese Government which do not now occur?

I believe, generally speaking, that the Subjects of Great Britain stand higher with the Chinese than those of any other foreign Nation; but that the known Power and supposed Ambition of Great Britain expose them in a peculiar Degree to be Object of Jealousy to the Chinese, which would occasion the Suspicion I have already adverted to.

Do you apprehend that that Suspicion would be increased from the mere Circumstance of a greater Number of British Traders coming to the Port of Canton, independently of any other Circumstance?

It would depend upon the Persons who visited China under the British Flag; it has been supposed that British Seamen have not always conducted themselves with the same Degree of Subordination as those of other Nations; if that should be found to be the Case, it would of course increase the Suspicion and Jealousy of the Chinese towards them.

In referring to the greater Degree of Insubordination of British Seamen as compared with those other Nations, in China, do you not refer exclusively to Seamen in the service of the East India Company?

I refer exclusively to those, as no others have been in the Habit of visiting China.

During the Period of your Residence at Canton, had any Quarrels or Inconveniences arisen between the Americans and the Chinese Local Government in consequence of the increased American Trade with that Port?

I do not recollect any particular Instance of a Quarrel of that Nature though some may have occurred which did not come to my Knowledge.

Do you conceive that the Establishments of the British East India Company at Canton have any Effect, beneficial or otherwise, upon the Trade of other Nations with that Port?

I should conceive that indirectly they have a beneficial Effect in a considerable Degree; and that the Exertions that have been made by the Servants of the East India Company, to prevent the Trade being oppressed by unnecessary Restrictions, when successful, have been beneficial to the Trade generally.

Is there any Reason why the Benefit, whatever it may be, which other Nations in their Trade with Canton have experienced from the Existence there of the Establishments of the East India Company should not be equally derived from them by British Free Traders, supposing them to be admitted to trade with that Port?

I am not aware of any Reason why they should not equally benefit.

Are you of Opinion that an increased Demand would be likely under any Circumstances to exist for British Manufactures in the Chinese Market?

I am not inclined to think, that, under the present Restrictions the Chinese impose upon the Trade, any material Increase in the Demand for British Manufactures can take place.

Independently of the peculiar Restrictions to which you have alluded, are there any Opinions or Prejudices prevalent in China likely to interfere with the Demand for British Manufactures?

Certainly not, as far as I am aware.

Do you apprehend that a Demand for British Manufactures might, under favourable Circumstances, take place in Cochin China, or any of the other adjacent Countries?

I should suppose that a Demand might exist to a certain and perhaps considerable Extent, if the Cochin Chinese Government were favourably disposed to British Trade; but the Attempts that have been made to open an Intercourse have proved unsuccessful.

If it were to appear that an increased Demand in the Chinese Market for British Manufactures, were likely to be attended with an Increase of Revenue to the Chinese Government by the Consumption occasioned, is it not probable that such a Circumstance might induce the Chinese Government to alter its Measures, with respect to the Restrictions, on that Trade?

I do not apprehend that it would, while under the Influence of present Sentiments and Feelings with respect to the Power of the British Nation.

You conceive, then, that a Jealousy of British Power would overbalance any other Consideration with the Chinese Government with respect to Trade?

I conceive it would.

Do you, or do you not, found your Opinion of the Danger of a free Trade to China upon the Character which British Seamen have acquired when in the Employ of the Company conducting an exclusive Trade?

That is by no means the chief Ground of the Objection which I conceive to exist, though it might operate as one of the Objections to such an Admission.

Have you had in China any Experience whatever of the Conduct of British Seamen when engaged in a free Trade?

A few Ships have arrived from the North-west Coast of America, but those Instances are too few to be the foundation of any general Opinion on the Subject.

Is there any thing in China which should create on the Part of British Seamen an unaccommodating Spirit, of which we have no Experience in the conduct of their Trade to other Countries?

I am not aware of any thing, except, generally, the extreme Difference in the Habits and Manners of Europeans and Asiatics; and which, I conceive, is the Occasion of that Want of Accommodation.

Is there a smaller Difference between the Habits of the Chinese and the Americans than there is between the Habits of the Chinese and British Subjects?

The Difference I have already alluded to, as being supposed to exist between those of British and American Seamen, is the only one that I should suppose to exist in this Instance.

Can you state any Instances of Conduct on the part of the British Seamen on which you found that Opinion?

Several Instances of Insubordination, by which the Trade has been interrupted and much Inconvenience experienced, have occurred during my Residence in China.

Did not all those Instances occur with regard to Seamen in the Company's Employ?

They necessarily did so, as there were no other British Seamen at the Port of Canton at the time.

Are there any objections to a free Trade excepting the Insubordination which you attribute to British Seamen; if there are, have the Goodness to state them?

I should conceive that in Addition to what I have already stated, and which I might consider the Political Objections, there may be Commercial ones also.

What are they?

That the opening it would give to Speculation would necessarily raise the Price of the Produce of China, and in the same Proportion disturb the Commercial Arrangements of the East India Company.

Would not that be equally effected by the Americans and other Free Traders?

I should imagine after a Time the Trade would return to its present Level, but the opening to British Capital would probably give rise to considerable Speculations in the first Instance, and produce an unusual Demand for Chinese Produce.

Would it not also create a Demand for English Produce?

I do not see in what Manner it would produce that Effect.

Are you acquainted with the Conduct of our Seamen in the general Merchant-Service of this Country?

No, I am not particularly acquainted with it.

Do you mean to convey an Opinion by your Answer to former Questions, that the British Merchants and the British Seamen are less able to carry on a difficult Trade than the Seamen and Merchants of other Countries?

My Opinion on the Subject is entirely drawn from Experience and Facts which have occurred in China.

Of Seamen not in the general Merchant Service of the Country?

Of Seamen in the Service of the Company; but I am not aware of any Reason why Seamen in any other Service might be expected to conduct themselves in a different manner.

Have you ever been at Sea on board a Merchant Ship not in the Service of the East India Company?

I have not.

You have no Means of forming a Comparison between the Discipline of Vessels in the Service of the Company and others?

No.

Nor of the Manner in which they are paid?

No.

Nor of the Trades in which the Seamen derive an Interest?

No.

Do you consider yourself competent to give a decided Opinion upon the Subject with regard to the general Conduct of Seamen in the Merchant Service?

I can only say that I infer that those Instances of Insubordination which have occurred would be likely to occur again, in Proportion to the Extent to which British Ships navigated by British Seamen were admitted into the Port of Canton; and if they were not equally under the Control of the East India Company's Servants, I should imagine the Danger would be increased.

Do you therefore infer, that because Seamen want Subordination under one System of Discipline, they must equally want Subordination under another System?

It depends, of course, upon the Nature of that System of Discipline, whether more or less efficient?

Can you state the particular Circumstances of any one of those Cases of Insubordination?

I recollect a Riot which occurred in the Year 1807, in which several Chinese were wounded and one supposed to be killed; the Trade was in consequence suspended for a considerable Time, and great Inconvenience suffered by the East India Company in consequence.

Do you know what led to the Riot?

The Seamen were at Canton agreeably to a Privilege which had long existed, of coming up on Liberty, and which was abolished in consequence of the Disturbance which occurred on that Occasion.

To what Numbers were those Seamen assembled on Liberty?

I am uncertain as to the Number, but certainly I think upwards of an Hundred.

From One Ship?

I do not positively recollect.

Can you state the Circumstances and the Nature of that Privilege granted to the Seamen of going up on Liberty to Canton?

It is an Indulgence, that I believe had been granted ever since the Trade commenced, to the Sailors to come up to Canton for Two or Three Days at some Period during the Stay of the Ships in China.

In a Body?

In Divisions, such as were most suitable to the Service of the Ships.

Is it not granted at the Time they receive their Pay?

I am not aware whether that is the Case or not; it probably may be, as one of their Objects is to purchase necessary Articles for the Use of the Homeward Voyage.

And it is always granted to a Number at a Time, is it not?

It is granted to Divisions of the Ship's Crew; when a great Number of Ships are in Port at a time, several Divisions from different Ships would naturally meet in Canton.

You are understood to say that the Stoppage of Trade that took place upon the Occasion of this Riot, was not a Stoppage of Trade between the Chinese and any particular Ship to which those Seamen belonged, but a Stoppage of Trade between them and the Company, who are considered as the sole Masters of all the Vessels trading?

That was the Case, certainly.

Has this Privilege and Liberty been abolished?

It has been abolished as far as respects the Mode of granting it; being so modified, that a much smaller Number are permitted to come to Canton together at one Time.

Has there been any Riot or Disturbance since the Abolition or Modification of that Privilege or Liberty?

I recollect that some have occurred, though not attended with the same serious Consequences with that to which I have alluded.

State the Date and Time of any Disturbance that has taken place since the Abolition or Modification of that Privilege?

An Instance occurred in the early Part of the Year 1810; but I was not at that Time in China.

How do you know that that Instance occurred?

I know it from its general Notoriety, and having read the Account of it on the Records of the East India Company.

In stating the Probability of Disturbance, do not you take into your Consideration the Character and Usages of the Chinese as well as the Habits and Character of British Seamen.

Certainly; I found my Apprehensions of Disturbance on the extreme Dissimilarity of the Habits and Manners of the Two Nations.

Inasmuch as they are more dissimilar than in almost any other Port of the World which British Seamen frequent?

Certainly; that is the Foundation of the Apprehension I entertain on the Subject?

Do you not believe that were the Merchants of this Country fully impressed with the Necessity of preserving the most perfect good Conduct on the Part of the Officers and Crew they employed in the Trade with China, in order to avoid exciting the Jealousies of the Chinese, they might, by a small Increase of Pay, and by using great Caution in the Selection of the Officers and Crew, from a Ship's Company in all Respects equal, as far as regarded good Conduct, to the ordinary Crews of American Ships trading to Canton?

I should conceive that the chief Difference would arise in the Difference of the Character and Habits of American and British Seamen.

Do you not know that a great many British Seamen are in the American Merchant Service?

I am not acquainted with that Fact.

Is it not your Belief, that if the Trade were thrown open, the general Commerce between this Country and China would be greatly increased?

I should be rather disposed to draw the contrary Inference: I conceive the Question applies to a permanent Increase; an Increase in the First Instance undoubtedly would take place, provided it gave an Opening to Speculation.

In your Opinion the Speculations would fail, and the Commerce would in the End be diminished?

That is my View of the Subject.

Then you must conceive that the Increase of Trade and the Resort of our Shipping, which you stated to be the Objections in the First Instance, would not be a permanent but only a temporary Objection?

I believe I have already stated my Apprehension that it would excite the Suspicion and Jealousy of the Chinese, and induce them to impose embarrassing Restrictions; when those Restrictions were once imposed it is doubtful whether they would be removed, though the Occasion which gave rise to them had ceased.

Then in your Opinion, provided the Trade could be carried on, on the Footing on which it is now carried on with China, with the Exception only of being generally thrown open to British Traders, it would considerably increase?

I believe I already mentioned that I do not conceive, under the Restrictions which the Chinese have imposed upon the Trade, there is any considerable Prospect of Increase; but that the present System affords as large or a larger Opening than any other.

Do you know whether the Hong Merchants have any Influence with the Chinese Government?

They are consulted by the Chinese Government on most Occasions connected with Foreign Trade.

Would it not be for their Interest to extend the Trade?

Certainly; there is no Doubt they would be favourably disposed to any Extension.

It must however be still their Interest to confine the Trade to the single Port of Canton?

They would naturally wish to confine it to the Port at which they are resident.

And to themselves as a Company?

Certainly.

Are not those Merchants at Canton extremely benefited by the Extension of Trade which has taken place with the Americans?

Some of them have benefited very much by it, and others have suffered by it in nearly an equal Degree.

Do you think that the Trade which the Americans have conducted is a subject of Regret to the Hong Merchants?

I conceive any Extension of the Trade is favourable to the Interests of the Hong Merchants; and where they do not benefit from it, must arise from their own Imprudence.

Do not you think that if the Commodities furnished by America could be brought cheaper to China by British Ships sailing under a free Trade, the Hong Merchants would conceive it a Benefit to China to deal with British Subjects?

The Hong Merchants in their Dealings would of course look to the Commercial Profit of the Transaction, and judge of it accordingly.

Do you know whether there are not at present Commodities prohibited by the Company to be exported in their Ships out of China?

I do not recollect at this Moment that there are any such Commodities, though perhaps there may be some Exceptions to the Privilege granted to the Commanders and Officers of their Ships, of which I am not aware.

Can you state, speaking generally, what by common Report a China Voyage is reckoned worth to a Captain?

I believe it would be very difficult to answer that Question: I have heard of Instances of Captains losing by their Voyage, and others, of their making very considerable Sums, upwards of £20,000.

Can you speak generally to the Value of the Goods which a Captain in the China Trade takes out to Canton?

No, I cannot; I am not sufficiently acquainted with that Subject; but they have a specific Portion of the Tonnage of the Ship allotted to them.

Is not, upon an Average, a China Voyage reckoned worth £10,000?

I have not understood a direct China Voyage was worth so much.

Or near it?

I should imagine not.

What should you conceive to be the Average?

I am too imperfectly informed upon the Subject to state it.

Can you state whether the Profits of a Voyage to Canton to the Captains of the East India Company's Ships have varied at all since the Increase of the American Trade to that Port?

I am not aware of the Effect that has had.

The Witness is directed to withdraw.

Ordered, That this Committee be adjourned to Tuesday next, One o'Clock.

EVIDENCE OF CAPTAIN JAMES HORSBURGH.

You have been in the Trade of the East India Company?

I have been mostly in the Country Trade of India; I was never in the Company's regular Service.

Have you in the Course of that Time traded with most of the principal Parts in the East?

Only to Batavia.

Not with China?

Yes, with China frequently; I meant not among the Eastern Islands.

Will you state, during your Experience of it, what has been the Progress of the Trade between the Continent of India and Batavia?

There was a much greater Trade from Bengal to Batavia when I went first to India than there has been lately, and particularly to the Eastern Islands.

How do you account for the Decline in that Trade?

I really cannot say exactly; I suppose the Dutch System was more liberal at that Time; they have been more jealous of other European Powers since; there seemed to be little Restriction at that Time, and there was a greater Number of Ships went from Bengal. A great many American Ships have perhaps taken away their Produce, that may be one Cause; but there is certainly less Trade from Bengal now than then.

What has been the Progress of the Country Trade with the Port of Canton, during your Acquaintance with it?

It has always been pretty regular, but there was a greater Trade from Bombay to Canton formerly than there is now, since so much Cotton has been produced in Bengal; Calcutta now shares with Bombay the Trade of China, Cotton being cheaper in Bengal than at Bombay.

What were the Exports from the Continent of India to China, during the Period you have referred to?

Cotton was the grand Staple, very little else; some Sandle Wood, Olibanum, a Gum which comes from the Gulf of Persia to Bombay, Shark-fins,—those are the principle Articles, as far as I can remember.

Do the Country Ships engaging in the Cotton Trade carry it on exclusively through the Medium of the Company's Factory at Canton?

No, they dispose of their Cargo to such Hong Merchants they chuse, quite exclusive of the Company's Factory.

They are then no otherwise under the Control of the Company's Factory at Canton than the Ships of any other Nation would be?

Yes, more so; there are Regulations sent by the Select Committee to every British Country Ship which arrives, how to conduct themselves with regard to the Chinese, with a Transcript of Part of the Chinese Criminal Code.

What is the Select Committee to whose Instructions you are now alluding?

Three of the senior Supercargoes from the Select Committee at Canton.

Do you remember any Instances of Disputes occurring between Persons engaged in the Country Trade at Canton and the Chinese?

Few if any Disputes with the Crews of the Country Ships; they are generally very orderly, being mostly Natives of India, and are kept in good Subjection, being of a mild Disposition.

During the Time you frequented the Port of Canton, do you recollect other Instances of Disputes occurring between other Descriptions of Seamen and the Chinese?

With British Seamen in the Company's Ships they have occurred at different Times.

Do you recollect any Instances of Disputes between the Chinese and American Seamen, or Seamen belonging to other Countries?

No, I do not recollect any with Foreign Seamen.

Can you state to what Circumstances you consider those Disputes between the Company's Seamen and the Chinese to have been particularly owing?

I think it was owing to the Crews being allowed to go upon Liberty, Half the Ship's Company I think at a Time, to receive their Pay, by which they got inebriated, and were Insensible of their Conduct; but I believe that has been put a stop to for a Length of Time.

Have you understood that since it was put a stop to, those Disputes have either ceased or not occurred so frequently?

They have not occurred so frequently, certainly.

Is it usual for the American Captains to allow Half their Crews to come on Liberty at a Time?

Not so many at a Time, and their Ships are generally smaller. I have never seen so many of their Men on Liberty at a Time.

Do you happen to know whether the American Seamen engaged in the Canton Trade are frequently allowed a Share in the Adventure?

I think not; I never heard of such a Measure; but merely their Pay of so many Dollars a Month.

Do you know whether their regular Wages are higher than the Wages of English Seamen?

They generally have been higher.

Are you aware of any Circumstances that render it probable that the Conduct of a British Seamen at Canton should be more characterized by Violence and Insubordination than any other Branch of Trade or Country?

The Seamen of other Countries are generally more orderly; they are more careful, and wish to save a Part of their Money, particularly the Swedish, Danish, and Dutch Seamen; the Seamen in American Ships I conceive much the same as British Seamen; many of those I have seen in American Ships at Canton are British Seamen, and the Captains of the Ships likewise, some of whom I correspond with, who are Captains in the American China Trade.

Have you ever understood that the American Ships Owners avoided employing British Seamen in that particular Trade, from any Apprehension that it would expose them more to Disputes with the Chinese Government?

No, I never understood so.

When the Seamen belonging to the Company's Ships got Leave to go to Canton on Liberty, were they not in the Habit of spending all the Wages they had received?

A great many of them spent their Money directly in spirits.

Do you conceive a British Seaman on board a British Ship is more likely to be riotous and ill-behaved than a British Seaman on board an American Ship?

The Company's Ships are very large, and there are a great Number of Seamen together; the American Ships are smaller, and therefore their Crews cannot appear in that riotous Manner, being a small Body; and they are generally experienced British Seamen, many of whom have deserted from our Ships of War, and several of the Captains have been Officers in the British Navy.

Do you know of any Reason why British Seamen employed in a British Ship of smaller Burthen, and consequently in smaller Numbers, should not be as well conducted and easily subjected to as good a Discipline as they would in any other Service?

More so, I conceive; the American Commanders have not so much Power as a British Commander has to preserve Discipline; the Laws of America do not give them that Authority which the Laws of England give to British Captains.

Do you believe that an American or a Company's Ship brings to Europe a Cargo of Teas from China at the cheapest Rate?

The Americans, I think, can carry Teas cheaper than any other Ships.

Have you any Notion of the Difference of the Expence of bringing Tea to Holland in an American Ship, and the Expence of bringing Tea to London in a Company's Ship?

No, I have not; but the Reason, I suppose, is, that the American Ships sail better, and make quicker Voyages: an American will make nearly Three Voyages to China while One of the Company's Ships makes Two.

To what is that owing?

There is very little Delay, and they are fast-sailing Ships, the Commanders very persevering Men; the Company's Ships are longer detained in general, for they lie a great while in this Country: the American Ships not so; they discharge their Cargo, and are dispatched quickly.

In Addition to the Expence of Freight, have not the Company very expensive Establishments at Canton?

I cannot say what the Expence of their Establishment is.

Is it not very extensive?

It is a large Establishment.

What Establishments have the Americans there?

I believe they have no regular Establishment; they have a Consul or Agent there; I do not know whether he is under the Government or not.

Is there any Proportion between the Expence of the Establishment of the East India Company and that of the Americans?

No, certainly not.

Do the Americans derive any Advantage in their Trade from the Establishment of the English at Canton, or their Forts or their Ships?

I conceive not at present.

The Witness is directed to withdraw.

ASIATIC DEPARTMENT.

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Anacreontic.

They bid me quaff the flowing bowl,
They say it brightens dark despair,
Pours rapture o'er the drooping soul,
And smooths the furrow'd brow of care.
They bid me leave those soft blue eyes,
That sparkle 'mid their liquid fire,
Bid me forget her ringlets' dyes,
And only Bacchus' joys desire.
But what to me, are clust'ring vines?
What even Friendship's warmest glow?
Or what to me are mantling wines,
When pillow'd on that breast of snow?

ARION.

Permanent Settlement in Bengal.

Sir, To the Editor of the Calcutta Journal.

A Madras Subscriber wrote to you sometime ago (April 2) an interesting Letter on the subject of Political Economy. It is to be regretted that the principles of this noble and universal Science are so little known in the world at large, and are so seldom acted upon. The consequences are, that circumstances, rather than the principles of Political Economy, having been the foundation of many of the most important Acts of Governments, thereby have been produced constant fluctuations of measures, and changes of systems. Such instability of measures has a tendency to unsettle the minds of the subjects of a State, to destroy their confidence in the permanency of any System which may be adopted by their Rulers, and to weaken the legitimate influence of all the Constituted Authorities of Governments. The evils of unsettled principles of Administration in one branch of Political Economy are well described in the following Extract from a Letter of the Honourable Court of Directors on the Permanent Settlement in Bengal.

"Important and arduous as we consider the measure of a Perpetual Settlement, and irreversible as it is in its nature, we think ourselves bound, from considerations of duty to all the interests which it concerns, to proceed to it. No conviction is stronger upon our minds, than that instability in the mode of administering our Revenues has had the most prejudicial effects upon the welfare of the Provinces, upon our affairs, and the character of our Government; and of all the generated evils of unsettled principles of Administration, none has been more baneful than frequent variations in the Assessment. It has reduced every thing to temporary expedient, and destroyed all enlarged views of improvement. Impolitic as such a principle must be at all times, it is peculiarly so with respect to a dependant country, paying a large annual Tribute, and deprived of many of its ancient supports. Such a country requires especially the aid of a productive principle of management; and it is with solid satisfaction that we look to the great resources which it yet has in its uncultivated, though excellent lands. But these lands must be opened; and what have all the attempts of nearly thirty years to this end produced? What are we to expect from still leaving room for the principles of fluctuation which has prevailed during that period; though we may profess to place succeeding change at a remoter distance? Long leases, with a view to the equal gradual establishment of a permanent System, though recommended upon the ground of safety, we must think would still continue in a certain degree, the evils of the former practice. Periodical correction in the Assessment would be in effect of the nature of a general increase, and tend to destroy the hope of a permanent System, with the confidence and exertion it is calculated to inspire. Had such a System been adopted twenty years ago, and fairly followed, it is not to be doubted that the produce of manufactures and commerce of the country would at this time have been in a more flourishing state than they are; and the people, sensible of a new order of things, of privileges, and prosperity unenjoyed before, would have risen in their character, and felt real attachment to the Government from which those blessings are derived.

Southern India.

PHILO-POLIT. ECON.

Settlement of Singapore.

To the Editor of the Calcutta Journal.

Sir,

It is impossible to peruse the Minutes of Evidence on the subject of our Indian Trade, as given in your Papers of the last week, without being sensible of the great advantages to be derived from a more free and extended intercourse with the Eastern Archipelago and the adjoining Continent. For my own part, I am surprised that we should have remained so long in ignorance of these, or so wholly indifferent to them, as to leave to other and less favoured Nations the enjoyment of this rich Commercial harvest. From Java to Japan, there opens forth a wide field of speculation for British industry and capital; and the known character of our merchants and seamen offers the surest pledge of success, whenever they shall be permitted to enter the lists on equal terms with their competitors. As an Emporium, or *Entrepot*, in carrying on such an intercourse as is now contemplated, with the remoter regions of the East, the Island of Singapore, I observe, has been particularly alluded to in the Evidence, and pronounced in every respect suited to that purpose, by those whose local knowledge best qualifies them to decide. This Settlement, therefore, notwithstanding some late attempts to depreciate it in this quarter, must still be considered as an important acquisition; and every thing relating to it may be supposed at the present moment to possess a more than ordinary claim to notice. Under this idea, and conceiving that the subject may be generally interesting to your readers, I have much pleasure in sending you the following account of the Island, as conveyed to me in the Letter of a Friend, with some preparatory observations regarding the claims which have been lately advanced by the Dutch Government. Should you think, as I do, that they are worthy of publication, you may perhaps find a place for them in an early Number of the JOURNAL.

"The Dutch lay claim to the Island, by virtue of some old Treaty, made with the old and late Sultan of Johore in 1785, the stipulations of which were never carried into effect. By that Instrument, the Sultan agreed not to permit any Foreign Power to establish a Factory in any part of his dominions, without the consent of the Dutch. Since that period, the Dutch have ceased to exist as a nation; and the question resolves itself into this,—whether or not, they being now regenerated, they have a right to bind down the present Sultan to the performance of the substance of the said Treaty? It should be recollected at the same time that the Penang Government being aware of the loss likely to accrue by transferring Malacca to the Dutch, sent an Envoy (previous to the transfer) to the Executive Government of Johore, who entered into a Treaty with us, by which we were to be allowed the same advantages as were afforded to the most favored European nations, on which grounds, connected with other circumstances, we have founded our present Factory. Subsequently to our Treaty, and previous to our occupying Singapore, the Dutch also formed a very favorable Treaty with the existing Government of Johore; and a very inconsistent one; for it admits that no European nation shall establish a Factory in the Government of Johore, but with the consent of the Dutch; but the preamble of this Treaty sets out, by saying that *all former Treaties are cancelled*; and still they maintain they have a right to it by virtue of the Treaty of 1785. The fact of the matter is, that if it had not injured their trade at Rhio and Malacca, they would not have bestirred themselves so much in the affair as they appear to have done.

We have not yet even penetrated across the Island to the opposite shore: our roads run about a mile and a half inland, (although we may go over 15 or 16 miles of roads, made entirely within the first 15 months after our forming the Settlement), and the paths of the Malaya may extend a mile and a half further; but none of the present inhabitants appear to know of any path leading across, nor has any one yet been found willing to explore the way over, although large rewards have been offered. In clearing some of the hills, for the whole country appears to be

undulatory, one with a very noble tree on its apex seemed to promise a view of the opposite shore; but we were deceived. A project is now on foot for circumnavigating the Island; but it has not yet been carried into effect. Of the site of the ancient city of Singhapura, as it is termed by the Malays themselves, nothing remains but about a mile of the old wall, which is not now higher in many parts than three feet, and in others nine or ten. The breadth at bottom is eighteen to twenty feet, at the top about twelve. Between this and the sea, which I term the site of the old city, there is a number of fruit trees, which always mark a Malay town. Old coins have been dug up, some of which crumble into dust as soon as exposed to the air; and you may have seen the description of one of them in a Calcutta Journal, about eight or ten months ago: they are Chinese, which argues strongly in favor of there having been a communication between that country and this, many centuries ago. The date of the coin in question was in the 13th century, sometime about the reign of King John of England. More coins have been obtained; and one of an older date than that just mentioned, has been sent home. Several broken culinary utensils have also been found on the site; among other things, a vase in shape exactly resembling those of Egypt; it was filled with clay, but supposed by the finder to contain something valuable. The vase was bought for a trifle, and being allowed to take out the clay, he discovered he had merely his labour for his pains. We have only as yet found one stone with an inscription on it. It is an immense block of a very soft structure, resembling sandstone; similar, however, to all our stones here, which from long exposure to the air, become quite sandy in their exterior. Its original appearance, I think, resembles granite. We have iron-stone, or a kind of stone impregnated with iron-ore: specimens of slate have also been found here, very regularly laminated; and in the hands of proper workmen they would easily be converted to the purpose of roofing houses, which though not common in India, is, I understand, generally adopted at New South Wales. These appear to be all the Geological varieties of Singapore that we have met with. The large block of stone is a rude representation of the bull Nandy, and the character of the inscription is either Sanscrit or square Pali. None of our Bramins can decipher it: it is a good deal defaced; the characters are small, and must have been executed with great labour and trouble.

We have no teak in our forests, but abundance of wood called by the natives *Marboo*, which is very nearly as good for the purpose of ship building. We have also a good deal of a species of wood that may be worked up in house-building, making of furniture, &c. We have neither the Camphor tree growing in the Island, nor that from which the Cyapoota oil is obtained. The former tree, however, is found in the Peninsula in large quantities, though they only extract the oil from it, and do not appear to prepare from it the drug so commonly known by that name. The soil of our level land is very sandy, and, indeed, we have been obliged to put a layer of red clay over it, on which is now springing up a green sward. The great quantity of rain that falls here throughout the year, might be attended with very unpleasant results, were it not immediately absorbed by the sand. The hills are all composed of red clay, which is well adapted to the culture of Spices and Coffee, both which are now thriving very well in the Company's Plantations. It has also produced us very good Potatoes: the culture of them has of course been very confined: they are sizeable, but do not keep long, very soon becoming watery. Lettuces, Beans, and Peas are also raised in tolerable abundance. The principal plant cultivated by the Natives here, is that from which the Terra Japonica is extracted. We have already some very extensive plantations of it, and will bid fair in time to excel Rhio in this article, so much in use among the Malays; for with them the Betel is in constant demand throughout the day. The Sugar-cane of this place appears very large, and must yield fully more saccharine matter than that of Continental India. It is very extraordinary, that we have little or no Bamboos in the woods here, it being almost entirely confined to the Peninsula. We make use of the Nibong, or cabbage-palm, in building, which is so straight in the grain, that it is split into very thin laths. The roofs of our houses are covered with the leaf of the Nipah

tree (a kind of palm), which lasts much longer than the grass so commonly used in India.

Of animals, we have scarcely any but the wild Hog, and two species of Deer, and hardly any birds. Tigers and Elephants abound in the Peninsula: the former animal is nowhere to be found on the Island. The sea yields us abundance of fish; the largest inhabitant of it I have seen is the *Droyoung*, or sea-cow; it appears to be of the mammalia, feeds on the grass on the margin of the sea, has four stomachs, and in every respect resembles the sea-cow; all which I have seen, however, have been males. It has two flappers or fins about the shoulder, and a nose exactly like a hog. The most curious animal I have seen is a fish complete in every respect, with *four feet webbed*: It was taken in Singapore River, and lived some months, when it died, and it has been carefully preserved in spirits. We have on Singapore hill, a tomb of some religious person, supposed to have been of noble birth, during the time of the formation, or rather the splendor of the original city of Singapore: it is now very much venerated by Arabs, Malays, and Chinese; and even our Hindoo and Mussulman Sepoys have erected a hut, and established a *Fuqueer* at the tomb. In clearing away the Cantonment the other day, they removed an old tomb, which contained a sword with an ivory handle much corroded, and an old *kreesse*: these are all the arms we have yet tumbled upon. A 6-pound shot was also found in clearing the plain, supposed to have been fired by some ship at pirates, who formerly took up their abode here.

We have several small Rivers in the vicinity of our Factory. I was in a boat up one of them a few days ago; and at a distance of nearly three miles from the mouth, we found eight to ten feet of water, although we have had comparatively little or no rain during the last two months. It is astonishing the difference there has been in this respect between this year and the last: we have scarcely had any rain at all this year, and the last we were hardly ever without it. I account for it in a great measure by the prevalence of the Southerly winds. The Barometer never exceeds 30.05, and the range of the Thermometer 70° to 85°. We generally have it however at 85° at noon; and as there is always a sea-breeze during the day, out of the rays of the sun it is very pleasant.

The Harbour of Singapore is better than that of Malacca, but inferior to Penang; ships however may lie three quarters of a mile from the shore, which is quite near enough to take in cargo, particularly as we are never troubled with very strong winds. Some people had spread a report at Calcutta, very detrimental to our Harbour, saying it was so open a road-stead, that in time of war, it must be completely exposed to the attack of an enemy. We have at least three points (elevated situations), on which, were batteries to be erected, the shipping in the Roads would be perfectly safe. Besides this, Singapore River has sufficient water to admit vessels of 200 tons burthen, where they are so land-locked as not to be even distinguishable from the Roads. However our dernier resort is what we term the New Harbour: it is formed by the South side of Singapore Island, the North side of Long Island, and on the East by Bold Water Island, where vessels of the largest burthen may lie within 50 yards of the shore, or less, without any inconvenience. There are but two entrances, one to the Eastward and the other to the Westward, which are both very narrow, and the land very high on each side, so that they may be easily defended; when ships have once got in they are so completely concealed that you cannot see them from any part of the roads.

Administrations to Estates.

Ensign John Clark, late of the Honorable Company's Bengal Military Establishment, deceased—Dempster Heming, Esq.

Mr. John Bond, late Second Mate of the Ship *Ruby*, deceased—Dempster Heming, Esq.

Mr. John Tesh, late of Calcutta Mariner, deceased—Dempster Heming, Esq.

Mr. John Cooper, late of Howrah, Ship Builder, deceased—John Da Cruz and Edward Brightman, Esquires.

Tuesday, October 2, 1821.

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Chain Cables.

To the Editor of the Calcutta Journal.

SIR,

As I feel assured you have always claims on your space for matter much more interesting to the general reader than a discussion on the comparative merits of Hemp and Iron, I shall content myself with a brief notice of the Rejoinder of the Advocate for Chain Cables,

He says that my condemnation of them is founded on the circumstance of a single accident, occasioned by them to a Free Trader. Let him read my Letter again, and he will perceive his error. I object to them, because accidents of a similar nature are constantly liable to happen in Ships on board of which they are used during the Freshes. As for the inference that a worse accident would have occurred in the instance alluded to, if the Cable had been Hemp or Coir, I deny its accuracy; for the smooth surface of either of the latter would cause them instantly to slip clear of the stem; and though, when the Cable came taught again, the strain on it would no doubt be severe, it is not likely, if the materials were good of their kind, that the Cable would part.

Once for all, however, let me ask, how comes it, that with all this boasted superiority of Chain Cables, they are not yet (after a lapse of seven years since their invention) in general use in the Navy, the Honorable Company's Service, or, above all, in the Pilot Service, into which they ought certainly to have been introduced long ago, if they are so particularly superior to other Cables in this River. But be the cause what it may, the FACT is, that they are *not* in use in the services above mentioned; and in my opinion this is a stronger argument against them, than any thing, or all, that your Correspondent has advanced in their favor.

In reference to the subject of keeping a clear anchor, your Correspondent has again strangely misconceived me. He says that I ought to have shewn the different evolutions, &c. necessary in sheering to windward, *before* I recommended that practice. Again I refer him to my Letter, in which he will find, that I have *not* recommended any practice whatever; but merely quoted Mr. Taylor, to shew his own absurdity in setting up this Gentleman's work as a guide, and then in the very next sentence advocating a method of keeping a clear anchor, which that Author, in most decisive terms, condemns. When, like your Correspondent, I have the presumption to accuse the Seamen of India of being ignorant of a "most essential" point of their duty, and to become their Instructor, it will no doubt be incumbent on me to prove a charge so serious, and to demonstrate the principles on which the rules I lay down for their guidance are founded. If your Correspondent imagines that I could not have produced arguments in favor of sheering to windward, had it been incumbent on me to do so, he must indeed be "duller than the fat weed that grows on Lethe's bank;" for however practically ignorant I might be, the same Book from which I quoted the recommendation of the practice, would of course furnish me with a detail of its advantages.

I have now only to advert to one more point in dispute between your Correspondent and me, and then I take my leave of him and this discussion. With the pertinacity of a sulky school-boy, (who tells his Opponent, "I don't care, I'll stick to what I say, right or wrong"), your Correspondent still persists in using the term *canting*, although his Oracle, Mr. Taylor, concurs with me that the anchor is not *canted* or upset, but "*drawn round*." If your Correspondent be right, every time a Ship tends, she is at the moment the anchor is up-an-end when *canting*, *actually adrift*, as any practical seaman can understand, whether he be "intelligent" or not. Your Correspondent may not comprehend this, as he confesses his knowledge of the subject is *theoretical*. Once more let me beg of him to look at the concluding sentence of my last Letter. He may, in the doubtful strife of words, meet with harsher Opponents than myself; and when he encounters their ruder shocks, he will too late repent having neglected the advice of

Your's, &c.

Howrah, Sept. 27, 1821.

WEATHER SHEER.

Duke of Wellington.

LETTER III.

To the Editor of the Calcutta Journal.

SIR,

I am obliged to attack A LIBERAL WHIG's positions somewhat in detail; but shall not trespass on your courtesy or the patience of your readers further than this Letter.

There are no better materials, unfortunately, for this discussion, than the indifferent accounts published of the Campaigns in Spain, or the Public Dispatches; and it is much to be regretted that some standard work on this head has not as yet appeared: a work that would assist the studies of young or old Officers, without obliging them to look to histories of Campaigns in Germany for instruction. Lord Wellington himself, or his Quarter Master General, are probably the only individuals capable of performing that task; I mean from the knowledge they possess of the movements of the different Divisions, grounds occupied, known or supposed intentions of the Enemy, their own plans, their expectations, when they failed and when succeeded. And as far as regards his Lordship, his assistance is necessary on these points, rather than on the literary part of the work; for I am far from coinciding with A CONSTANT READER, in his opinions of Lord Wellington's Dispatches: I am far from thinking them well written; and such I believe to have been the general opinion of them in England, as well as in his Army.

Much more would have been thought of his Campaigns, had Lord Wellington said more of them himself; and his Battles in public estimation lost much of their interest from the meagre details he furnished of them: so much so, as to give some reason for believing the story of the Marquis of Wellesley's laconic epistle to him, "Fight for yourself, My Dear Arthur, but for Heaven's sake let somebody else write for you."

A LIBERAL WHIG admits Lord Wellington's prudence and admires his movements, in 1811, but damns the praise at once by reflections on his not having occupied Sardo to the left of Busaco, and by which Massena turned his left. It appears to me that his Lordship never attached much importance to that post: he was perfectly aware of it, and had he conceived it of such consequence, would have no doubt sent troops to occupy it, instead of leaving it to a weak division of Portuguese Militia.

His Lordship crossed the Mondego, and took up his position on the Sierra de Busaco, confident in the strength of it; and unable to afford an action with the overwhelming force of Massena, unless the odds were greatly in his favour, his intention was fixed on retiring to Torres Vedras, when the advantages of the position would put them on a more equal footing.

How then could he venture to attack Massena while that General's Army was partly employed in turning his Lordship's flank by the passage of the Sierra at Sardo? That passage could have been forced by a division of the French Army, without weakening it as far as regards, * sufficient being left to keep the English from any attempt of that kind. His Lordship was strongly posted where he was; and had he descended the heights, would have acted just as his Enemy wished him to do; he would then have found a force numerically stronger, and naturally much more so, ready and anxious to meet him off his vantage ground, while a corps of 10 or 15,000 might have proceeded by Sardo and cut off his retreat to his lines at Torres Vedras. Lord Wellington was not strong enough to occupy all points: he was obliged from the first to look to that position; or Massena, the 'Spoilt Child of Victory' would not have advanced unopposed as he did, except at Busaco. His Lordship declares that affair to be of the utmost importance, by giving his Portuguese confidence in themselves; and what I imagine was of equally great consequence, it gave their General confidence in them too.

A LIBERAL WHIG, observes 'that the General does not appear even then to have brought himself or his troops to the degree

* So in the Manuscript.—PRINTER.

of confidence necessary for acting offensively with effect; and this after he has accused him of rashness in advancing on the offensive on his landing in Portugal, and of the same fault in his advance to Talavera, and after his having driven Soult through Portugal. This is surely a little contradictory: for according to A LIBERAL WHIG, his Lordship is rash when he acts on the offensive, and wants confidence when he pursues a defensive plan.

'Acting offensively with effect' obliges the result to be considered, which A LIBERAL WHIG considers an unfair and unreasonable mode of argument; and yet he applies a term which cannot be understood without referring to results. I do not well comprehend it; for acting on the offensive, is so, whether with or without (a favorable) effect: and how a General can be said to want confidence in himself to act offensively *with effect* I do not understand; for if he acts offensively he must produce some favorable effect, or give up acting offensively.

The improvement in the *mobility* of the Army, arose from the mere extra supplies of carriage and cattle, a circumstance not within the controul, and certainly no great matter of praise to a General; and A LIBERAL WHIG places too much importance on it for Lord Wellington's force on advancing to Vimiera: though almost destitute of carriage for spare ammunition, he possessed more *mobility* than they ever afterwards did, untill their communication with the richer provinces of Spain equipped them better in that respect.

Lord Wellington could not harass Massena's Army in the retreat more than was done, till want of supplies obliged him to halt. When his Lordship was eminently successful in 1813 and 1814, the most brilliant part of all his Campaigns, A LIBERAL WHIG slurs it over with a remark about the easy victory of Vittoria; as if the easiness (though I dispute that expression) of that victory is not to be ascribed to his Lordship's measures, who by one bold movement turned an Enemy fully his equal, almost entirely out of Spain, put him completely to the route, although possessed of a most favorable position. He follows up these successes by a series of the most brilliant and successful movements, driving his Enemy over the Pyrennees, ranges on ranges of mountains offering almost impregnable positions at every step, attacks and defeats him in several fortified positions, fights unsuccessfully six or seven general actions, defends his own ground in the Pyrennees when his Adversary becomes the assailant, while his Army is scattered over fifty miles of front, with the most difficult and tedious communication between the divisions; and although Soult repeatedly brings his whole force to bear on one or two points, still Lord Wellington's measures were such that no loss occurs, and he finishes the War by one of the most splendid attacks (at Thoulouse) ever concerted, completely outmanoeuvring his Antagonist, and forcing with apparent ease a position considered by his Enemy as entirely impregnable.

I have no wish to detract from the merits of Marlborough; but I cannot allow him to be so immaculately clear of Military faults, as A LIBERAL WHIG conceives him to be; and would merely refer any Military Reader to the Battle of Blenheim, his masterpiece, as a proof of what a blunder even the Hero of that Action could commit. Had his Campaigns been as partially scrutinized as Wellington's, I have no doubt others might be found equally destructive to the title of a greater General than the latter. I have not time, nor (much to my regret) talent to follow this question further. I have merely endeavoured to refute the charges, and rash I think them to be, of A LIBERAL WHIG, against the movements or Campaigns of Lord Wellington in Spain; and conclude by observing that A LIBERAL WHIG ought, and I think must have known better, than to have likened the Dutch Veterans of William the III, under Marlborough, to the undisciplined rabble of Spain, and the *at first* ill-equipped, ill-disciplined, and ill-commanded Portuguese (although I admit these latterly became excellent troops); and that he might have stated the great advantages that General enjoyed, from the facility of manœuvring in a country studded with fortresses, over Wellington, who had to do so in the open and unguarded provinces of Spain and Portugal.

IOTA.

Love is Life's Rainbow.

Air—Spanish Waltz.

1.

"Oh Love is Life's Rainbow!" said Clara, as gladly
She hail'd its young dawn in her sensitive breast:
"Without it, Life's clouds would roll dreary and sadly,
And Youth's sunny-day be with showers oppress'd;—
But the Rainbow of Love, its sweet colours combining,
Though, at times, a light cloud or a shower pass o'er,
Still comes back again, clear, lovely, and shining,
And makes Passion's Heaven more bright than before."

2.

"Yes, Love is Life's Rainbow," said Clara, as sighing,
She heard that her Lover unfaithful had been:
"Like fugitive hues of the Rainbow, still flying,
'Tis lost in some mist, ere its beauty is seen.—
Oh! better to live amidst dark skies for ever,
Than see a gay sun-shine that fades as it forms,
And better were Spring without Rainbows—if never
They came, but to bring with them showers and storms."

3.

"Oh! Love is Life's Rainbow," said Clara, when married,
She look'd in those eyes where her own loved to rest:
"In our sky, at least, have its fleeting hues tarried,
And cast o'er our landscape the light of the bless'd.—
And oh! may that Iris, now fresh in its splendour,
Ne'er vanish, though clouds should its beauty o'ercast,
But rise from the tempest, more pure and more tender,
An emblem of Love and of Hope to the last."

BERNARD WYCLIFFE.

Steam Boats in India.

We observe in the INDIA GAZETTE, a Proposal for establishing a Steam-Boat on the Ganges to run monthly from Calcutta to Cawnpore or Allahabad; and think the project well worth the attention of the Public. The eminent success of this mode of conveyance in England, America, and other parts of the world, warrant us in believing it would be found to answer well in India; and that nothing is wanting but a few enterprising and public-spirited individuals to set it afoot. The estimate given of the probable expence, original cost of the vessel, and charge of navigating, &c. and of the profit likely to be derived, promise a high return for the outlay of capital, no less than 25 per cent. which we should think, is a sufficient inducement for the undertaking, independent of the great accommodation to the Public. It is estimated that two of WATT'S and BOULTON'S 20-horse power Steam-Engines would propel the Boat at the rate of 8 miles per hour, 5 against the current of the Ganges at an average, and consequently 11 with it. It is proposed she should be 110 feet long and not less than 20 feet beam, drawing about 3 feet water when loaded; and that her accommodations for passengers should be somewhat similar but on a more liberal scale than in the Honorable Company's Ships; so that the members of a family might have as many cabins conveniently connected as they could reasonably require, in which if they chose they might be as private as in a separate boat; while there should be a Mess Room for such Travellers, as might be socially disposed. The money necessary for carrying this plan into execution, might be raised in 50 shares of 2,000 rupees each, which it is presumed would be principally held by respectable Mercantile Houses, monied Civilians, and the Military men of the Bengal part of India. The sum necessary to set the Boat on the river complete, allowing for contingencies, &c. is calculated at £10,000; the annual expence at £2,430. The annual income arising from the Boat, reckoning upon 12 cabins being filled per trip, 12 times a year, or 144 passengers in all, at 300 rupees each, would be 43,200 rupees; which deducting the annual expence of 24,300 Rupees leaves 18,900 of clear profit; being 19 per cent. on the capital; and the profits arising from carrying goods would, it is supposed augment it to a total profit of 23 per cent. The Boat should be manned with two European Engineers, a Native Pilot, and a small Native Crew. The Projector of the scheme is, we understand now in England; and should the proposal meet with sufficient support, he volunteers to execute the orders of the CALCUTTA STEAM-BOAT COMMITTEE, for carrying it into execution.

Tuesday, October 2, 1821.

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A Few Quotations—Old and New.

If the Correspondents of the HURKARU and JOHN BULL think to carry their point by mere dint of repeating the same things over and over again, though answered and refuted long ago, we believe they will deceive themselves. We have only a few words to say to each, to shew them how slender is the web in which they seek to entangle us.

The trick of mixing up an article from THE BEACON with an Address of Lord Lauderdale, was pointed out by us—and afterwards stoutly denied by the HURKARU. Few persons will perhaps take the trouble to go back and look over the thing again: but if any will take that trouble they will see that such an attempt was made, thus:—In the 1st paragraph, the article quoted from the GOVERNMENT GAZETTE is called "An Extract from the proposed Address of Lord Lauderdale to the King." In the 2d paragraph, it is said "The very name of THE AUTHOR is the best proof that the sentiments contained in it are not the result of approbation of the system pursued during the late reign." In the 5th paragraph it is said, "We allude to the first and second paragraphs of THE Extract, wherein it is asserted that no alteration has taken place in the frame of constituted authority." In the 9th paragraph it is said "THE Extract then points out some important changes that have taken place" ---In the 21st paragraph the Editor says,—"We give entire the remaining paragraphs, and rejoice to find that THE AUTHOR is of opinion that the junction of the modern Whigs with the Radicals is the forerunner of the downfall of faction." The remaining paragraphs here spoken of, can only mean the continuation of some paragraphs that had gone before; and no other article is mentioned throughout, except the "Extract from the proposed Address of Lord Lauderdale."—Neither can "THE AUTHOR" of the 21st paragraph mean any other person, than "THE AUTHOR" of the 2d paragraph;—for no other subject or writer is mentioned, or even alluded to, throughout; so that they would necessarily be identified by any Reader who read them in the connexion here given them.

The Defence set up against this charge was this: 1st that "the point of division between what belonged to Lord Lauderdale and what to the Article from JOHN BULL was so easily seen that no one would think it necessary to be noted." This is at once an admission that it was not noted:—and we contend that since no allusion whatever was made to any other article than the Address of Lord Lauderdale, nor was there any division of the subjects, either by inverted commas, different sized type, ruled line, or indeed any other mark by which the separation could be indicated, the words "remaining paragraphs" could only be taken to mean a continuation of the paragraphs that had gone before, and not a new subject. 2ndly.—The Editor says "Now had we considered the remaining paragraphs as those of Lord Lauderdale, we should have said Noble Author." The strength of this assertion will be seen by the simple fact that when he did avowedly speak of Lord Lauderdale's Address in the 2nd paragraph before referred to, he says "The very name of THE AUTHOR is the best proof that the sentiments are not the result of approbation of the system pursued during the late reign"—and the word "Noble" is not once applied to the Author of the Address throughout.—So much for this controverted point.

The next subject on which we are pertinaciously declared to be defeated, because we would not tire the patience of our readers by attempting to prove that 2 and 2 made 4—is this:—We asserted, that, when all Sympathy between the House of Commons and the People was extinct, or at an end, then the most valuable part of the British Constitution would be no more.—This was denominated by the terms "downright false assertion," "silly," "ignorant," and some other agreeable epithets. How is it answered?—Thus:—The Editor of the HURKARU, after asserting that "This Sympathy between the People and their Representatives forms no part whatever of the British Constitution, and to say that it does, evinces an ignorance of the whole nature and frame of the Constitution, that we had hardly expected to have met with"—adds in the same column, as a conclusion of his argument, the following remarkable words: "The Sympathy between the People and their Representatives is one of the HARMONIES of the Constitution; AND WITHOUT IT CERTAINLY THE HOUSE OF COMMONS COULD NOT LONG EXIST;—but it forms no part of the Constitution, and nothing further need be said to shew the SILLY and SORRY ignorance of such an assertion."

After this we need only ask whether the House of Commons is a part of the Constitution or not? If it be granted that it is, then whatever would destroy its existence, may be said to be so fatal, as that when it happens, that part of the British Constitution, which it so destroys, is at least no more. In short, the HURKARU, by saying that without the Sympathy of the People, the House of Commons could not long exist, and admitting that when it ceases to exist, the part of the Constitution which it forms, is no more,—says exactly the same as we do; and yet, even in his Paper of yesterday, it is asserted that on this very point we are defeated, and that our retiring from this particular Controversy was, because we were beaten and ashamed; although any other person would have considered it entirely

settled, by the HURKARU's admitting all we contended for; namely, that without the Sympathy of the People, the House of Commons would, as he said, "not long exist," or in our phraseology, would be "no more," which to our plain understanding appears exactly the same thing.

We will relieve this writer from his error, if he be redeemable by such an authority, by quoting from Blackstone his definition of the Commons of England, and their Representatives:—

"The Commons consist of all such men of property in the kingdom as have not seats in the house of Lords; every one of which has a voice in parliament, either personally, or by his representatives. In a free state, every man, who is supposed a free agent, ought to be in some measure his own governor; and therefore a branch at least of the legislative power should reside in the whole body of the people. And this power, when the territories of the state are small and it's citizens easily known, should be exercised by the people in their aggregate or collective capacity, as was wisely ordained in the petty republics of Greece, and the first rudiments of the Roman state. But this will be highly inconvenient, when the public territory is extended to any considerable degree, and the number of citizens is increased. Thus when, after the social war, all the burghers of Italy were admitted free citizens of Rome, and each had a vote in the public assemblies, it became impossible to distinguish the spurious from the real voter, and from that time all elections and popular deliberations grew tumultuous and disorderly; which paved the way for Marius and Sylla, Pompey and Cæsar, to trample on the liberties of their country, and at last to dissolve the commonwealth. In so large a state as ours it is therefore very wisely contrived, that the people should do that by their representatives, which it is impracticable to perform in person; representatives, chosen by a number of minute and separate districts, wherein all the voters are, or easily may be, distinguished."

It is pretty clear, we think, from this, that the very essence of the Commons House of Parliament is that it should represent the wishes, feelings, and sentiments of the People; for the Members of it are sent there only because of the physical impossibility of every Commoner attending himself in person. Indeed the very name of Representative must imply that they are not there to attend only to their own interests; if they are Representatives of the People, they must represent the People's wishes and opinions; and when they cease so to do, or in other words, when all Sympathy between the Commons of England, and the House that ought to represent them, is at an end, that House is no longer a Representative of the Commons, and the Democratic branch of the Constitution, which we hold to be the most valuable, because it guards the interests of thousands where the other branches represent the interests of one, is truly and unequivocally no more, altho' it may still continue to be called by the same name after the essence of its formation and existence is gone.

The Correspondents of JOHN BULL, do not require much additional space. If Mr. TOUCHSTONE is in earnest, and thinks that we are to be moved by his "brave" and "valiant" taunts—he is much mistaken. We heard an anecdote lately, of some one having drawn his sword on his servant in a fit of anger, and giving him the scabbard, exclaimed, "Now, Sir, defend yourself!"—This is something like the "brave" and "valiant" challenge of the noble TOUCHSTONE. We remember also to have heard of a certain Correspondence, between two persons of eminence in their several learned professions, which was circulated for the perusal of whoever desired to read it, tho' it was not like the "Rape of the Hat," of which we know nothing; but by report, very entertaining or instructive. In short, half a dozen instances at least, have occurred since our short residence in Calcutta, of the circulation of Papers which it was not deemed necessary to publish: but it is imputed to us only as a crime, as all else that we do is sure to be considered.

ZERO is as low in temperature as the name would indicate. There are portions of his Letter, however, which now and then rise above ZERO, and which we gladly repeat, and select from the rest, because we concur in them. They are these.

"We are told in the Journal of to day, that "a free Press has been proclaimed in India." This is putting the Press upon its proper footing, and I am well pleased with the information; hoping at the same time that nothing has been done to abridge in any manner the rights and security of the subject.

"I have learned, and I hope I shall never forget, that the true liberty of a man consists in his being permitted to conduct himself according to his own judgement, subject nevertheless to all moral restraints and legal penalties.

"If it be said that the Liberty of the Press consists in the right of printing without responsibility, I deny it. If it means that right subject to the Law, I agree.—Yet I shall add at the same time, that a Printer, like, all other men, will be liable to the consequences of giving provocation."

We should have reprinted the Reply of C. to OLD TIMES, but that it does not profess to answer because it avows that it does not understand its drift. We give, however, the following paragraphs, from which this will be seen.

"OLD TIMES says his object in writing was to point out what he deems to be Errors in my Letters. Yet he never does this; nor can I, plain man as I am, discover the Errors to which he alludes.

"I shall however be happy to give him all the satisfaction in my power whenever I can understand him, which I confess I cannot for the Life of me do by his last Letter.

"OLD TIMES asks me Questions relative to matters, on which he had better take Counsel's Opinion.

"If I am wrong, perhaps he will tell me so - and endeavour to render more apparent to my understanding what it is he does mean, for I defy any one not initiated to discover his meaning.

"It is therefore wholly impossible for me to give any Reply to his Letter—and I should not have thought of noticing it at all, had not he directly applied to me:—but certainly, for no other purpose; as I told you before, but to enable him to shew some apparent motive, for sending to the Press, a tissue of Declamation, as incomprehensible, as it is irrelevant to the subject asserted to be discussed.

"If OLD TIMES will favor me, by pointing out specifically the Errors in my Letters to which he alludes, with his reasons and arguments on which his Opinions are founded, in a condensed and tangible shape; I shall be much obliged to him; for in the present case, I confess I cannot understand what it is he considers erroneous in my propositions.

"I have now done with the Journal, and only one or two observations to make to OLD TIMES: first, his observation that I join in the shouts of a Mob at the sham "Freedom of the Press" is unbecoming, and no argument.

"Next, that while reproaching *canting*, he has indulged us with no less than six columns and a fraction (Journal) of genuine *Cant* evidently "ad captandam Vultus"—and lastly—that all this can decide no Man of Common Sense," "filling the Ear and clouding the Sense."

After this, we sincerely hope that the Public will be spared the everlasting repetitions of "THE JOURNAL! THE JOURNAL!! THE JOURNAL!!!" as if there was not room enough in the world for more men than one, or as if the fate of our Indian Empire hung on the Journalist's head. The Exile of Napoleon to Elba hardly made a greater stir at home, than the desire to banish the Journalist seems to have created here,—if the HUKKARU and JOHN BULL could be taken as an Index of public feeling;—but this is an unsafe criterion. If we have injured any man in his person, or property, or reputation, we are willing to make him amends. If we have offended the Laws, we desire no other protection than those Laws afford to all—be their birth, or rank, or wealth, or complexion, what it may;—and for an Englishman to ask the privilege of an Indian is no great demand. But if the head and front of our offending is the being more successful than others in the same pursuit, let them put their shoulders to the wheel, and then cry out for help to Hercules; but if they are unable of themselves by fair and honest industry and labour to rise from the ditch into which they have fallen in their blind career, their cries to Hercules to help them out of it, without some powerful effort of their own to rise, will be the subject of the God's derision and scorn.

Shipping Arrivals.

CALCUTTA.

Date	Names of Vessels	Flags	Commanders	From Whence	Left
Sept. 30	John Shore	British	H. B. Pridham	Batavia	Aug. 22
	30 Fathel Barry	Arab	Abdullah	Muscat	Aug. 28
Oct.	1 Caudree	Arab	Nacoda	Mocha	—
	1 Hommet Bux	British	Dawd	Malabar coast	—
	1 Perseverance	British	T. Bean	Madras	Sept. 14
	1 Sunbury	British	H. Scarborough	Penang	Aug. 24
	1 Fathel Atumony	Arab	Nacoda	Muscat	—

Shipping Departures.

CALCUTTA.

Date	Names of Vessels	Flags	Commanders	Destination
Sept. 30	Sultan	British	B. Rogers	Persian Gulph

The Honorable Company's Ships THOMAS GRENVILLE and MARQUIS of WELLINGTON, anchored at the New Anchorage at 1 P. M. on Sunday.

Death of Napoleon.

(Bombay Courier.)

"Fling away ambition;
By that Sin fell the Angels, how can man then,
The image of his Maker, hope to win by 't?"—SHAKESPEARE.

Farewell! thou bright Spirit, whose Soul soothing motion,
Like a comet attracted the wonder of earth,
Thou art gone! And the thousand whose heart-deep devotion
Is thine—Oh, Napoleon! lament thee in death.—

Of thy dark reign of terrors, while yet in my childhood,
I was told—and have trembled to hear of thy name;
While thy legions came forth, like wolves from the Wildwood,
To prey on the Nations thou'lt marked as their game.—

As with reason I rined, I read and I pondered
How battle on battle thy genius had won;
When thou said'st thou wert victor, by foes though outnumber'd,
I wondred the many should quail thus to one.—

The Eagle of France in high Majesty soaring,
With triumph held her opposers laid low;
From the field of Marengo—the cannons came roaring
And told the defeat of the fear-stricken foe.

When thy death-dark'ning greatness o'ershadowed the vanquished
With slave y—As tempests o'ershadow the sea;
Mine own native land, with her honour untarnished,
Proud England! was still the fond land of the free:

In that dread hour of peril and painful emotion,
When the armies of Europe in one were combined,
And marched out against her—she rode on the ocean,
The Angel—with tidings of hope to mankind.

But, the myriads that came in thy noon-day of Grandeur,
Though they followed—were galled by the weight of thy chain,
And forsook thee—when Liberty's sun in his splendour
Burst forth from the cloud that had lower'd upon Spain.

The dreams of Ambition had benighted thy reason;
In thy madness of heart thou presumed to go forth
To hold converse with winds—and to combat the season
Of the wild howling tempest and storm of the North

That Host, thou had'st gathered to battle, displaying
The sheen of their arms, were like stars in the sky,
And were scattered—as when the Night's glories decaying,
Yield to Morn—when in triumph he breaks from on high.

I looked to the orbit, from whence once was blazing
That Comet—which now I beheld in its wane;
France's Idol I sought where Paris's worshippers gazing
Only knew that destruction had fed on its fane;

The rod in the hand of the Tyrant was shivered;
And freedom unfettered the bond-man and slave;
The sword from the grasp of the mighty was severed,
And the Snow-wreath of Russia encircles the brave:

The spell, which 'til then, thy deeds threw around thee,
With the thunderbolt burst—and had melted away;
No friends in that hour of thy need to surround thee!
They were cold—as art thou—in their own native clay.

From his throne the oppressed their oppressor had driven,
And oh! what a lesson was taught by that fall!
Thou less noble, yet still like the arch-fiend's from Heaven,
'T is the safeguard of many—and moral to all.

Bombay, Sept. 1, 1821.

B.

Marriage.

On the 1st instant, by the Reverend Mr. PARSON, THOMAS AMBROSE SHAW, Esq. of the Honorable Company's Civil Service, to EMMA, eldest daughter of MATHEW SMITH, Esq. of Howrah.

Births.

On the 1st instant, Mrs. E. M. SANDFORD, of a Son.

On the 26th ultimo, the Lady of ROBERT SPANKIE, Esq. Advocate General, of a Daughter.

Deaths.

At Patna, on the 20th ultimo, HARRIETT HELENA CRAIGIE, third daughter of Captain E. B. CRAIGIE, Deputy Judge Advocate General, aged 4 years and 3 months.